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Chapter 3.105

DESIGN STANDARDS FOR PEDESTRIAN CIRCULATION IN COMMERCIAL AND INDUSTRIAL AREAS

The Department of Public Works and Utilities is assigned responsibility for administration of these design standards.

Section 1. GENERAL REQUIREMENTS

The design and installation of sidewalks within existing and new areas in the City of Lincoln affect such matters as pedestrian and vehicular safety, pedestrian convenience, healthy living factors, and the general appearance and livability of the city. The design and installation of sidewalks within all commercial and industrial use areas to provide for a minimum amount of safety and connection is a matter of city-wide concern and shall be provided as set forth in the following standards.

Section 2. REQUIRED DESIGN STANDARDS

1. An on-site sidewalk system shall be constructed along streets and drives (both public and private) and shall connect to the sidewalk system on abutting streets. For these purposes, parking lot drive aisles are not to be considered drives or streets. Sidewalks shall also be constructed to lead to pedestrian crossings at off-site full access median openings, trail crossings, and pedestrian signal crossings on abutting streets. Sidewalks may be constructed along one side of private drives if the sidewalk system is continuous and the number of driveway crossings is greatly minimized.

2. Each building and pad-site shall connect to the on-site sidewalk system by way of a sidewalk that serves the main entrance of each building and pad-site.

3. The sidewalk along the front of each building that includes the main entrance(s) to the building shall be required, with a minimum five (5) foot clear walking space. Where angle or 90 degree parking abuts the sidewalk, a minimum of 2.5 feet of a parked car overhang obstructing the sidewalk shall be taken into account when providing this five foot clear walking space, thus necessitating a minimum of a 7.5 foot wide sidewalk.

   An eight (8) foot clear walking space is required along the front of a building when the building size is 50,000 square feet in gross floor area or greater and is in retail use. This

wider pedestrian space is needed due to greater pedestrian activity in front of larger retail sites as well as due to the propensity for such uses to use portions of the fronts of such buildings for storage and display of various items such as shopping carts and display items. When providing for this 8 foot clear walking space, 2.5 feet of parking overhang shall be provided for in addition to the 8 feet of clear space when angle or 90 degree parking abuts the sidewalk. This requirement is not applicable to office or industrial uses where there may be building sizes of 50,000 square feet or greater.

4. Sidewalks shall be constructed to serve pedestrian movement on site in as direct a manner as possible with a maximum 300 foot diversion for pedestrians to be used as a standard for identifying directness. Also, sidewalk/driveway crossings shall be minimized as much as possible in the design of the on-site sidewalk system.

5. With the exception of where sidewalks cross driveways, sidewalks shall be separated from vehicle parking and vehicle maneuvering areas by grade differences, paving material, and/or landscaping.

6. The on-site sidewalk system shall connect with existing or planned bicycle trails which abut the site but are not necessarily adjacent to the streets abutting the site.

7. Installation of on-site sidewalks shall coincide with and complement required street trees and on-site landscaping requirements.

8. All on-site sidewalks (except for those that abut the fronts of buildings as discussed above in Standard #3) shall provide a minimum of four (4) feet of clear walking space in width and shall be constructed in accordance with sidewalk standards adopted by the City Engineer including all applicable ADA standards.

Section 3. FLOOR AREA INCENTIVE PEDESTRIAN STANDARDS

In order to determine which developments are deserving of the Floor Area Incentive bonus offered in the Lincoln-Lancaster Comprehensive Plan, the following design features are needed in site designs to determine which developments are truly pedestrian oriented.

1. Sidewalks installed on both sides of private drives to best serve the needs of the pedestrian within commercial and industrial developments.

2. Additional clear walking space, in addition to the required 8 feet, provided along the front of large retail buildings containing 50,000 square feet or more in gross floor area if outside storage and display is likely along the front of such buildings.

3. Internal parking lot design that provides for the comfort and safety of the pedestrian through the provision of sidewalk facilities within the parking area. This type of pedestrian facility offers the pedestrian a safe, convenient, and comfortable walking environment from the furthest parking stall up to the front of a building.

4. Provide for even greater pedestrian orientation through landscaping that is oriented to the pedestrian through provisions for plazas, sitting areas, fountains, and other amenities, and through the physical arrangement of buildings and parking with an orientation to the pedestrian. Also, provide pedestrian pavement markings at access drives and crosswalks.

5. Bicycle racks provided in convenient and secure areas within a development to serve the needs of those who wish to bike to commercial and industrial areas.

6. Provisions made for transit opportunities in the design of a development.

Section 4. REVIEW PROCEDURES

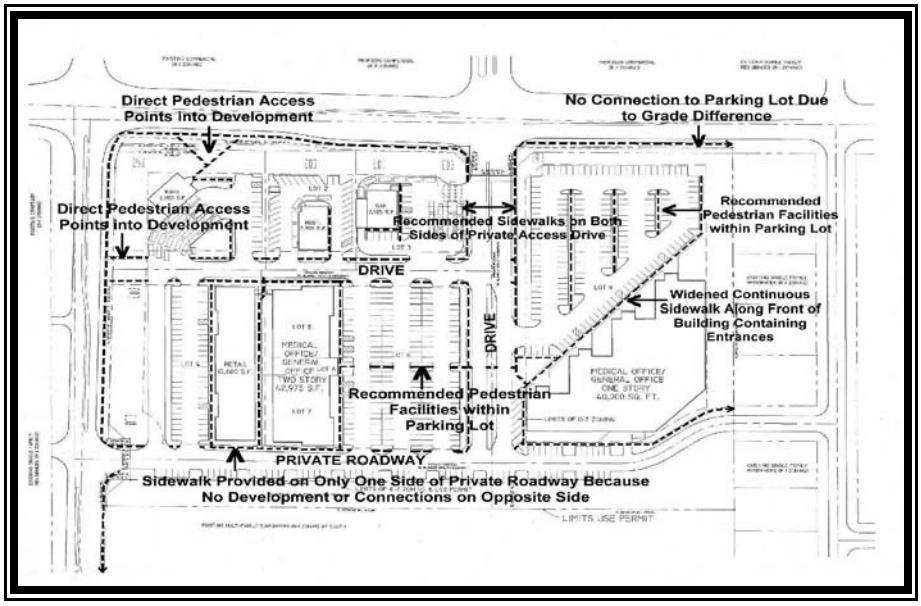
A pedestrian circulation plan shall be required to include a detailed scaled drawing of the site under review, showing the location, orientation, and dimensions of existing and proposed sidewalks and pedestrian facilities in compliance with these Design Standards for Pedestrian Circulation. This pedestrian circulation plan may be on the same sheet as a site or landscape plan if the pedestrian system is clearly readable.

The City-County Planning Department shall serve as the coordinating agency for the review and approval process required for developments involving plats, use and special-use permits, and Planned Unit Development procedures. The City of Lincoln Public Works and Utilities Department shall serve as the coordinating agency for the reviews and approvals required through the building permit process or other such process as approved by the Director of Public Works and Utilities. The Planning Department will assist in the review of the pedestrian circulation plan when submitted during the building permit process.

Section 5. EXHIBITS

The following exhibits are visual examples intended to explain the general intent of these pedestrian standards.

Exhibit A: Example of Office and Retail Development Pedestrian Circulation Plan



The site plan above provides a pedestrian circulation plan that generally meets the intent of these Design Standards for Pedestrian Circulation. This site plan includes both office and retail land uses. The pedestrian system shown provides very good pedestrian access to and from each pad site and to and from the surrounding neighborhood. Connections to the larger pedestrian system are provided as are pedestrian facilities within parking areas, continuous sidewalks along drive aisles, sidewalks on both sides of main access points, direct pedestrian connections into the site, and widened sidewalks along the fronts of pad sites containing main entrances.

Exhibit B: Expanded Clear Walking Space Along Front of a Large Retail Pad Site

This site plan highlights the design standard to provide widened clear walking space (minimum of 8' clear) along the front of a large retail building (50,000 square feet or larger) where the main entrances are located. Such a widened clear walking space provides a safe and comfortable space where there is high pedestrian activity. Additional area outside of the 8 feet of required clear space is recommended if outside displays for merchandise or cart storage are desired.

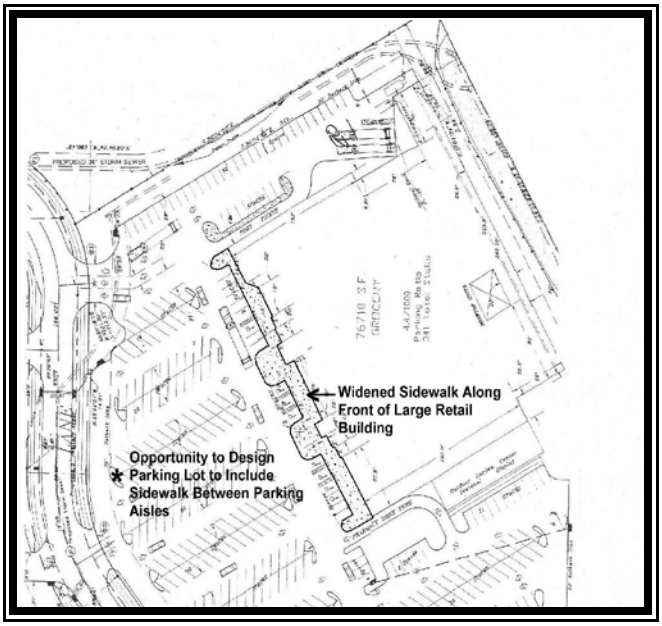


Exhibit C: Desirable Example of Widened Clear Walking Space in Front of Large Retail Site

This example shows how a widened sidewalk along the front of a large pad site provides adequate space for pedestrians to enter, exit, and maneuver shopping carts separate from drive aisles and moving traffic. This photo also shows the use of a barrier curb which further enhances the safety of the pedestrian space.

Exhibit D: Undesirable Example of a Lack of Clear Walking Space In Front of Large Retail Site

In this example little or no clear space is provided to the pedestrian resulting in many conflicts with moving traffic along the main drive aisle of this building. The lack of a curb also limits the delineation between pedestrian space and vehicular space.

Exhibit E: Recommended Additional Space Beyond Required 8 Feet for Large Retail Sites

Often large retail sites use outside areas for display and storage purposes. These areas often obstruct pedestrian movement when there is not adequate space provided for both storage and pedestrians. Here additional space is provided for cart storage in addition to the required 8 feet of clear walking space.

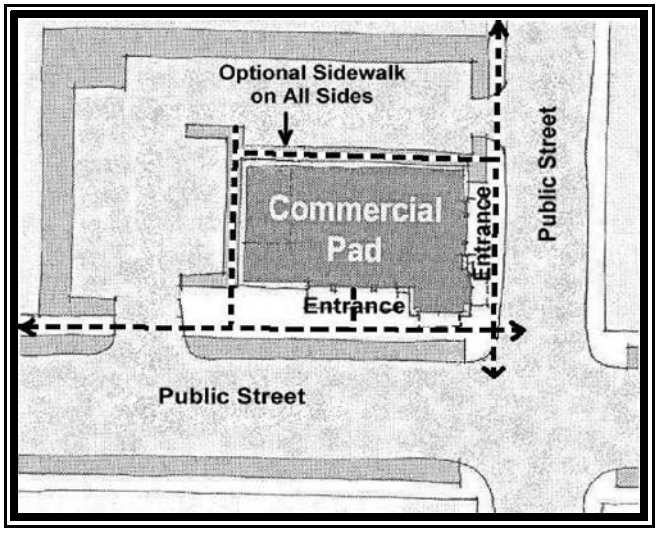


Exhibit F: Single Commercial Pad Site Pedestrian Facilities

This graphic shows both the on-site and off-site sidewalk system that serves the pedestrian. A sidewalk is provided in this case on each side of the building with widened sidewalk areas along the sides that contain entrances to the building. It is important to provide connections to the larger pedestrian system along the abutting streets to make connections into the site.

Exhibit G: Fast-Food Pad Site with Widened Sidewalk

Here a fast-food site provides a widened sidewalk along the face of the building that contains the main entrance. This sidewalk also allows for a connection to the larger pedestrian system within a mixed-use development.

Exhibit H: Example of Widened Sidewalk Along Front of Building

This example shows how a widened sidewalk along the front of an office building allows for comfortable and direct pedestrian access to the building. In this case, 90° parking abuts the sidewalk which under these standards invokes the minimum 7.5 foot sidewalk width.

Exhibit I: Negative Impact of Car Overhang on Clear Walking Space

Nearly half of this 5 foot sidewalk is obstructed by the overhang of this car. It is common to have 2.5 feet of sidewalk width obstructed by car overhangs. Thus it is important to account for this impact when providing for clear walking space along the fronts of buildings where parking abuts the sidewalk.

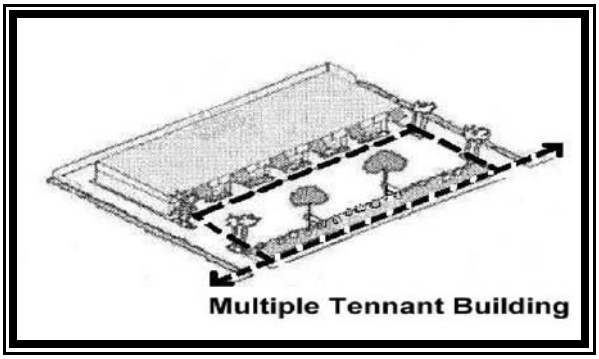
Exhibit J: Example of a Direct Sidewalk into a Development

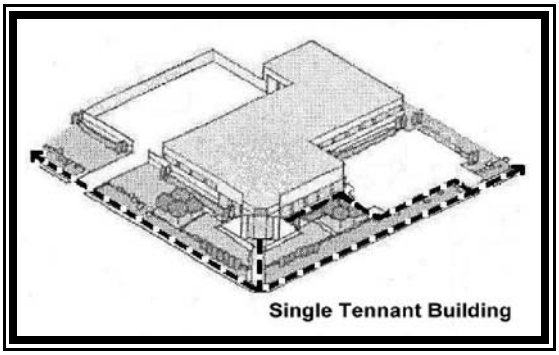
The functionality of this bank-site is enhanced by providing a direct sidewalk connection from the arterial street sidewalk system. It is important to provide such direct access points so that pedestrians are not diverted more than 300 feet out of the way of their destination.

Exhibit K: Example of a Recommended Pedestrian Facility within a Parking Lot

As a recommended practice, it is often desirable in parking lots to provide separated sidewalk facilities such as this to allow for direct and safe pedestrian circulation.

Exhibit L: Industrial Development Sidewalk Connections





Industrial developments and buildings also need pedestrian facilities, especially for employees. Like retail and office areas, sidewalks are needed to connect the larger sidewalk system along streets and drives within the larger development into and within each building site.

Exhibit M: Example of a Sidewalk Along a Main Entrance Drive

Sidewalks should be provided on both sides of main entrances to a site, whether they are private or public streets or drives. Often these connections and facilities lead to major intersections on arterial streets where pedestrian crossings are provided, further enhancing pedestrian convenience and circulation.

Exhibit N: Undesirable Example of a Lack of Sidewalk on Main Entrance Drive

When no sidewalks are provided along main entrances to developments, pedestrians are either forced to walk in the drive aisles along with moving traffic (an unsafe situation), or the conditions become such that pedestrians simply do not walk to or from the development, forcing a dependance on automobile usage. Here a sidewalk system along the arterial street is not connected to a sidewalk system into the development.

Exhibit O: Orientation of Buildings to Pedestrians

To improve the pedestrian environment it is recommended that buildings within a development be oriented to pedestrians. An example of this is to orient buildings up to and along the street and provide large parking areas to the rear of buildings.

Exhibit P: Incorporating Plazas, Sitting Areas, and Fountains as Pedestrian Amenities

Provision for plazas, sitting areas, and fountains is recommended to provide an even greater pedestrian environment within a development.

Exhibit Q: Provision for On-Site Bike-Racks

Bike-racks are recommended to be provided within a development's design. It is important to place bike racks at convenient and secure locations when a site is being designed and to use quality bike-rack design.

Exhibit R: Sidewalk System Complementing Required On-Site Street Trees and Landscaping

The on-site sidewalk system should coincide and complement required street trees and landscaping. In this case a sidewalk provided next to a parking lot incorporates tree and shrub plantings with the sidewalk making the pedestrian experience more enjoyable.

Exhibit S: Bicycle Trail Connection into Development

A connection into a commercial or industrial site from a planned or existing multi-use bicycle trail provides a convenient and safe connection from various neighborhoods and developments to a particular site. Here a short sidewalk provides the connection from the trail to the parking lot of a development.

Exhibit T: Designing Development for Future Transit Stops

As a recommendation, designing a site for a future bus stop within a development's parking and access system is desirable. Here a bus shelter is located along a main access drive and next to a parking area within a commercial development.

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